DR. MOTT FINDS ENOUGH IN MRS. BLISS'S STOMACH TO KILL SEVERAL PEOPLE.

TREMELY SHORT-LITTLE EFFORT TO COM-

BAT THE TESTIMONY.

The trial of Mrs. Fleming was continued pins of arsenic. Dr. Scheele was also exam-al and stated that by simple mechanical test anly half of the stomach he extracted a me dose of arsenic.

EXPERT TESTIMONY TAKEN. RENRY A. MOTT, THE CHEMIST, EXAMINED BY DR. O'SULLIVAN.

of an important character was Fleming. It took only a short time yesterday perning for Dr. Henry A. Mott, who had ocdescriptions of the processes he had employed in son and built by the Hendersons. analyzing the various articles submitted to him for that purpose. That necessary, but involved, ortion of his evidence having been completed, Dr. Mott returned to the cold results of his exother grewsome exhibits that have been, in the ordinary course, introduced into the case. The greater part of his attention as an expert witness was confined to the contents of the stomach, had separated over thirteen grains of arsenic from the stomach and contents of the stomach of the deceased woman. Two grains is sufficient in a fatal dose, and Dr. O'Sullivan, in his examination of the witness, was not slow to bring out this point.

Abbough the comparative quantities were not m gat, Dr. Mott testified that he had also food arsenic and antimony in the vomit of ys Bliss, and in many other articles given to am for analysis.

A SURPRISE IN COURT.

The finding of such large amounts of mineral with surprise by every one in court outside of

The cross-examination of Dr. Mott by the moler counsel for the defence was surprisingly bisf and occupied no more than about ten minmes. Mr. Brooke contented himself with askin the witness the period of time he had expended in analyzing the more prominent ex-Milis, but incidentally he drew from the witness the fact that he had not searched for any traces of poison other than arsenic

Dr. Walter T. Scheele late in the afternoon folised Dr. Mott on the stand, and Dr. O'Sullivan, apparently desirous of supplying any deficiency in the direction pointed out in the short cross examination of the first witness, questioned Mr. scheele upon the matter of the existence of regetable, volatile or ptomaine poisoning in the stomach of Mrs. Bliss. Dr. Scheele testified

that he had searched for constituents of these poisons, but had found none. He made it clear that the only deleterious substances he alighted upon were arsenic and antimony. The substantial summary of the evidence given on behalf of the prosecution yesterday was that sufficient arsenic was found in the analyzed portions of the body of Mrs. Bliss to kill twelve or thirteen people.

The proceedings yesterday were marked by part of counsel that were apparent on Wednesday. This was due, to e great extent, to the expressed determination of Recorder Goff to stiffe the obstructive tactics that have in the last few days been resorted to so frequently. On Wednesday the Recorder in an address to the counsel said that a perusal of the proceedings so far had demonstrated to him that a great deal more time had been expended in argument and objecting statements than in the

murt be made the following pertinent statement: This cause has now been on trial four weeks. I have no desire to hasten it, to the prejudice of Ather side, but I think it can be tried with more expedition. If it is not, I shall feel it my duty to hold night sessions until it is finally disposed of." The implied rebuke to those engaged in the case has not without effect yesterday, and the excelent result was seen in the satisfactory progress

After the rising of the court yesterday afternoon was said that the Recorder had resolved upon the holding of night sessions, beginning on Monday next.

The attendance at the court yesterday was not b large as heretofore, and the corridors outside the entrances were for the first time for two weeks comparatively clear. Expert testimony is evidently not popular with the curious throngs who have clamored for admission, and yesterday the officials stationed at the door experienced marked

Mrs. Fleming was in particularly bright humor her time to chatting with her half-sister, Miss Florence Bliss. She laughed frequently at the litde happenings around her that amused her, and altogether paid little attention to the expert testi-

THE EXPERT TESTIMONY. The direct examination of Dr. Henry A. Mott, the analytical expert for the prosecution, was reuned upon the opening of the court yesterday photographs of fragments of pieces of potato and sees of clam which, the prosecution maintain, ciain arsenic and antimony. The same fragwere tested by a qualitative analysis, and

Mott was then questioned concerning his ts of the tissue of the stomach. He gave Then his attention was directed to the saided on the first saw it in the private office of blatrict-Attorney. After it was given into charge he took it to his laboratory. The vessel of the said of the section of the was marked, "pitcher with sediment supposed be clain chowder." Mr. Brooke interposed a objection to any testimony being heard re-arding the pitcher, but the Recorder curtly custruled the objection, and added that Mr. Brooke's reasons had been so often uttered upon the point that it was not necessary to go over them again.

Continuing his evidence. Dr. Mott said he first

Continuing his evidence, Dr. Mott said he first tramined the physical appearance of the sediment at the bottom of the pitcher, and observed therein a piece of organic matter. He separated his substance from the sediment, and examined it with a microscope.

PROCESSES OF ANALYSIS.

What did you take it to be?" asked Dr. O'Sullvan; to which the witness replied, "a clam," lthough, he added, that its fibres, in conse tence of long exposure, were disintegrated. He absequently removed the sediment from the Continued on Eighth Page.

QUANTITIES OF ARSENIC. KAISER'S METEOR A FLYER. HAMMOND MAY GO FREE TO-DAY.

SHE LEAVES THE CRACK BRITISH CUT-TERS FAR IN HER WAKE.

THE CROSS-EXAMINATION BY THE DEFENCE EX- THE BRITANNIA SAILS SECOND IN THE ROYAL LONDON YACHT CLUB REGATTA-THE

London, June 4.- The new cutter Meteor, built paterday in General Sessions, Part III, before for Emperor William of Germany by D. & W. Henderson, after designs by G. L. Watson, proved hencipely in the results of his analytical bersalt a fact craft of the control omprehensively to the results of his analytical | herself a fast craft in the regatta to-day of the compressions of the various articles submitted | Royal London Yacht Club, the first race in which wimmaters and had discovered arsenic and anti- she has taken part. Of the other big cutters in point, and the stated that from the stom-the race, the Britannia, owned by the Prince of band its contents he separated over thirteen Wales, was the only one that at any time had the German boat, and this chance faded into nothingness when the Meteor began to reach for home.

Judging from to-day's performance of the Meteor it is believed that she is the most speedy big cutter in a light wind that has ever beer constructed in Great Britain, and some yachting experts assert that in a blow she will prove her-She is, of course, not yet perfectly tuned to racing hard yesterday in the continued trial of Mrs. pitch, and she has not yet "found herself"; but from every indication she is a good one and a considerable improvement on Valkyrie III, the applied the stand during the whole of the pre- last defeated English contestant for the Amerappearance of the complete his technical and scientific tea's Cup, which was also designed by Mr. Wat-

The course to-day was the regular one of the Thames It extended from off the cement works in the Lower Hope to and around the Mouse anination of the atomach and its contents, and Lightship and then back to Gravesend, a dis-

The starters in the race for the large raters were, in addition to the Meteor, the Prince of Wales's Britannia, A. Barclay Walker's Allsa, and the substance of his testimony was that he | C. D. Rose's Satanita, John Gretton, jr.'s, Hester, Peter Donaldson's Isolde, W. H. Walker's Caress

Early in the morning the prospects for a race were not promising, there being little or no air stirring. Later, however, a breeze eprang up, and, very light though it was, it held throughout

Much interest was taken in the race among vachtsmen, for it was known that in the Meteor Mr. Watson had used every resource of his poison in the chemical investigation was heard Meteor holated her mainsail in her making ready for the start there were many efaculations of the prosecuting counsel, thas much as a few days surprise among those who had not seen her rac-40 Mr. Brooke, in a public interview, said that ing canvass. She has the largest sail spread ever subtical researches would not prove the exist. put on a single-sticker, her sail area being much ene of more than a grain of arsenic in Mrs. greater than that of Valkyrie III. Her overhang was seen to be very like that of the latter. Her topsails were blue, with a gold band. She was, without exception, one of the most powerfullooking racing craft ever seen in English waters. and her sailing to-day showed that in her case

> At 12:10 o'clock the first gun was fired, and the yachts began to go down for the line. The Meteor had worked herself into the best position and went over the line, holding the weather position at 12:17:10, followed by the Britannia at 12:17:50. The Hester and Allsa crossed close together, the others trailing behind.

THE BRITANNIA LEADS FOR AWHILE.

A few minutes after the start was made the wind freshened a little, and the Britannia, which had dropped fully ten lengths astern, got the first of it, and, carrying it with her, caught up with the Meteor and passed her to windward.

Shortly afterward the Meteor broke out her enormous spinnaker, and the others at once followed her example. The yachts had not run far, however, before the wind shifted, and came out of the east. Spinnakers were taken in and the racers stood off on the port tack, heading for Thameshaven.

After passing the Meteor the Britannia continued to add to her advantage, and when she mile in the lead, doing some very pretty sailing. The Meteor was also sailing well. She was taking full advantage of the strong ebb tide, and was keeping as close as safety permitted to the Essex shore, where she felt the full force of the seaward flow of the river. She gained gradually on the Britannia, which later, and before the Meleor, ran into the first of the flood tide stage of the race, was the last boat of the

As the river widened at the mouth the yachts were enabled to make longer tacks. The Meteor continued to gain, and when she struck the first of the returning tide she made much better progress than the Britannia. The two boats were now getting close together, though on dif-ferent boards, and the yachting experts began to ferent boards, and the yachting experts began to calculate which was really ahead. The calculations had not progressed very far when the German boat went about, took the weather berth and passed the Prince of Wales's cutter, much to the chagrin, it must be said, of the Prince's loyal friends. At the same time they admitted that the Meteor was being splendidly handled, and was salling beautifully. It was now 3 o'clock. The Britannia held on pretty closely to the leader, but found it impossible to gain an inch on her. The two leaders were now reaching for the Mouse Lightship, around which they gybed at these times:

which they gybed at these times: The Meteor ........3:47:27 The Britannia ......3:55:43 The other yachts were hopelessly astern and were not timed by the representative of the United Press, who followed the race throughout. Once around the lightship the boats had a free reach for the Lower Hope.

THE GAP WIDENING.

On this point of sailing the Meteor showed herself surprisingly fast in the light breeze prevailing. She continued to open the gap between esterday, and devoted a considerable portion of herself and the Britannia, and it was seen seen that if no accident happened to her she was safe defeat the crack English racers.

to defeat the crack English racers.

The curve in the river from the Lower Hope to Gravesend compelled the boats to make short boards to the finishing line at the latter place. The Britannia, handled superbly, struggled gamely on, but there was no hope for her, except to cut down her rival's lead somewhat.

The times of the four which first finished were as follows:

a follows:
There had been several changes in the rela-ve positions of the other participants before and after they rounded the lightship, but from tart to finish they were practically out of the

Not much enthusiasm was manifested when the Meteor won, but there were cheers, blowing of whistles and playing by the binds on the others yessels when the Britannia arrived. The prize for the winner was (60, and for the sec-

day's race for twenty-raters,
"The Times," commenting to-morrow on the
performance of the Meteor, will say that the display made by her justifies the opinion that she is
far away the fastest large cutter ever seen in
licities waters. It adds that she is a great triumph for her designer. She is unquestionably a umph for her designer. She is unquestionably a phenomenal vessel in light weather, and there is no reason why she should not acquit herself well in a smart blow

EX-MAYOR MAGOWAN AND MRS. BARNES.

THE COUPLE SUPPOSED TO HAVE BEEN MARRIED IN MILWAUKEE.

Chicago, June 4.—Application was made yesterday for a license for the marriage of Frank A. Magowan, of Trenton, N. J., and Mrs. Allen Barnes, of Chicago. Robert H. Winn, of New-York, took out the license, as it was impossible, he said, for the prospective bridegroom to be present. Mr. Magowan is thirty-eight years old Mrs. Barness age is given as thirty-Late this afternoon the ex-Mayor of Trenton appeared at the license clerk's window and returned the document, explaining that he had no further use for it. It is presumed that the couple went to Milwaukee and were married to-day.

LONDON FROM PRETORIA. London, June 4 .- J. B. Robinson, the South African millionaire, who is now in London, received a dispatch to-day from Pretoria, the

capital of the South African Republic, saying that John Hays Hammond, the American mining engineer; Colonel Francis Rhodes, brother of Cecil Rhodes; George Farrar and Lionel Phillips, the four leaders of the Johannesburg be released from custody to-morrow.

MISSING FOR ELEVEN YEARS.

KATIE MAYHEW, KIDNAPPED IN INDIANA AT THE INSTIGATION OF HER FATHER,

WRITES TO HER MOTHER. Crawfordsville, Ind . June 14 - The sudden disappearance of little Katle Mayhew, the six-yearold child of Frank Mayhew, eleven years ago, has for dead, while the distracted mother worried herself into a confirmed invalid over the loss of her child. She is in New-York and has written her

Frank Mayhew was a contractor, and married Alice Hardee One daughter, Katie, was born to them. They finally were divorced, Mayhew going to New-York. Mrs. Maybew kept the child under

a decree of the court. Eleven years ago, however, Katie, being then six years of age, suddenly disappeared. She had started for Sunlay-school, but never reached her destination. A posse was organized, and the country for miles around was searched and the creeks dragged. After two weeks the search was aban-

tidings of the missing chill were heard until No tidings of the missing chi-tuesday, when Mrs. Hardee received a letter from her. The letter was written in New-York City, and said that she had been kidnapped while going and said that she had been kidnapped while going to Sunday-school by two tramps, who kept her in a cave until the excitement of her disappearance had subsided. She was then turned over to Maynew, who had taken her to California, where they remained two years. Five years were spent in Australia, and the last four in New-York. All attempts to escape or communicate with her mother or friends was cut off, but two weeks ago she succeeded in getting away.

ceeded in getting away.

A letter from her to the Chief of Police here, inquiring for relatives and telling all she could remember of her disappearance, was turned over to her uncle, who started for New-York on the first train. Her address is kept secret, as it is feared that her father may recapture her before her uncle

CHILDREN FIGHT A POLICEMAN.

THEY RESENT THE ARREST OF AN ORGAN-GRINDER, TO WHOSE MUSIC THEY

WERE DANCING. The strains of a hand-organ excited the residents to the children, who danced around the organ, nost a rior when the grinder, Andrew Coppelli, No. 259 Elzabeth at, infli ted on the suffering "Sweet Marie" and several other which have outgrown their popularity. Pocommon Manded, of the Fifth-st station, arrested oppolis on the charge of violating a city ordinance, ben the officer placed the grinder under arrest or more children came to the latter's rescue and uploted the officer to let him go. He refused, and ey grabbel hold of the officer and almost tore the shess from his back. They threw sticks and sones him, and housed him, all he way to the station it the law in the matter was the rinning-ced a copy of the city ordinances. Mingle-said that the section quoted was only a nicel by an Alderman, and had never be-two. On the strength of this ruling he dis-

FLECHTER WANTS A CERTIFICATE.

HE TELLS JUSTICE BEACH THAT THE RECORDER'S CHARGE IN THE VIOLIN CASE WAS A

"CHEAP PANEGYROUS Argument was heard in the Supreme Court yes-Argument was heard in the application of the application of terlay before Justice Beach on the application of terlay before for a certificate of reasonable bera of the family, except Mr. Corbin's son-intor Flechter of one year in the Penitentiary inflicted upon him in General Sessions by Recorder Goff some time ago

in General Sessions by Recorder Goff some time ago on conviction of having in his possession a Stradivarius violin, said to have been stolen from the late Professor Bott. Edward Lauterbach appeared for the plaintiff while the District Attorney's office was represented by Mr. Oslorie.

Mr. Lauterbach referred to the supplemental charge given to the jury by Recorder Goff after the jury had been out four hours and had come back to hear Genunder's testimony read to them. "No one," he said, "asked the learner Recorder for an opinion on the value of subposena, but if the fountials must flow, if the stream must habite forth there is no stopping it." There was a lough from the autence at line, in which even the Justice Joined, Mr. Lauterbach said the effect on the jury men was apparent, as within five minutes they returned with the verdut. He characterized the supplemental charge as the use by the Recorder of "theap panegytic."

supplemental charge as the charge appearance of the said. "was convicted on expert "Flechter." he said. "was convicted on expert restimony by fraud fiddle experts, by fraud hand writing experts frauds, all of them and Your Honor will surely find in this supplemental charge and in the 465 objections some things that will make an it doubtful. If the Appellate Division will sustain the verified."

the verdict."
Decision was reserved.

THE DEMAND FOR CONTINUOUS TRAINS.

A COMPLAINT IS TO BE MADE TO THE GRAND JURY AGAINST THE MANHATTAN ELE-

Committee of the North Suc announced that he is going to make a formal complaint to the Grand Jury against the Manhattan Elevated Railway Company because the company has failed to comply with the law which directs it o run continuous trains from the Battery across th Harlem River to Tremont. The company, after the law was passed ceased to charge extra fare, and carried passengers from the Battery to Tremont for five cents each, but the passengers have to change care at One-hundred and-twenty-ninth-st. Many people who live in the annexed district of the city deciare that the company should be compelled to run some continuous trains from both the Second-ave and Thirl-ave lines to Tremont.

The late Colonel Hain, replying to letters on the subject, declared that it was impossible to run continuous trains, because that would mean the compression of heavy travel on two lines upon a single line. He said there were difficulties in the way which only railroad mer could understand. The railroad company has declared through its representatives that the law providing for continuous trains is not constitutional. Action by the Grand Jury may possibly ma're at test case, by which the constitutionality of the law may be tested. Many people who live in the annexed district of the

A VERDICT AGAINST THE DOCTOR.

HAR TO THE PLAYFAIR CASE.

There was a big crowd in the Quenc County Court, Justice William D. Dickey presiding, yesterday to witness the trial of the suit for \$10,000 alleged damages brought by Mrs. Ida C. Sorcerson, of Evergreens, Long Island, against Dr. Sieghert Balaban, of No. 25 Pa metto-st, Brooklyn. The case was somewhat suit as the formula Plantia. of No. 2s Pa melto-st., Brooklyn. The case was some-what similar to the famous Playfair case in Lon-don. The doctor was accused of having imparted to his wife a professional secret, which became whis-pered about the village. In this case an autopsy showed the secret was not based on fact. erson charged that the doctor had degraded the memory of her dead daughter, Clara Olivia Nelson. Dr. C. N. Barber testified that he performed the autopsy. Death was due to appendicitis and general The charges alleged to have be-William Browning, Dr. Balaban and the undertaker were present. Dr. Barber said he knew nothing of were present. Dr. Barber said he knew nothing of the treatment of the case by Dr. Balaban. The au-topsy showed the peritonitis due to the rupture of the appendix. Dr. Balaban was subjected to a long cross-examination, but he persisted in denying the evidence against him. Other witnesses were exam-lined to prove the treatment given by the doctor was proper and to establish the excellent character who is the doctor had. The coursel summed up in the af-ternoon, and the Justice charged the jury. The charge was considered favorable to Mrs. Sorcerson. The jury was out three-quarters of an hour. The verillet awarded \$5,000 to Mrs. Sorcerson. The case will be appealed. AUSTIN CORBIN KILLED.

J. B. ROBINSON RECEIVES THE NEWS IN HE WAS THROWN FROM HIS CARRIAGE IN NEWPORT, N. H.

> HIS COACHMAN ALSO DIED FROM INJURIES RE-CEIVED AT THE SAME TIME-CORBIN EDGELL AND DR. PAUL KUNZIER SERIOUSLY INJURED.

Newport, N. H., June 4 .- Austin Corbin was thrown from his carriage this afternoon, and injured so badly that he died this evening. John Stokes, his coachman, was killed by the same accident and Corbin Edgell, his nephew, and Dr. Paul Kunzier were seriously hurt.

Mr. Corbin and the other three men started on a fishing trip at 3 o'clock this afternoon, riding



AUSTIN CORBIN.

in an open carriage. As they were going out of the yard at Mr. Corbin's farmhouse, the horses, which were being driven for the first time without blinders, shied, and the carriage was over-

Alongside the roadway at this place is a bank about eight feet high, ending at a stone wall, and against the latter Mr. Corbin, his nephew force. Dr. Kunzler was thrown over the wall.

The members of the Corbin family, who wer sitting or the plazza of the house near by, saw carriage topple over and hurried to where the disaster occurred. They found Mr. Corbin conscious, but evidently badly injured. His nepbew and the doctor were also conscious. but the coachman lay on the ground insensible The four men were carried by farm hands and others to the house, and telephone messages were sent summoning Dr. Cain and Dr. Stickney from Newport village, and Dr. Tolles and Dr. Upham from Claremont.

It was found that Mr. Corbin's right leg had been broken both above and below the knee, and that he had received a wound over four inches long in the forehead and another on the right side of the head three inches long. His lip and his chin were hadly cut. It was immediately considered probable that the right leg would have to be amputated.

One of Corbin Edgell's legs was broken twice between the knee and the ankle. Dr. Kunzier

The skull of Stokes, the coachman, was fractured, and his right leg was broken below the knee. He died at about 6 o'clock without re-

The physicians who were called to attend Mr. Corbin came to the conclusion that his chances of recovery were slight. They did all they could to allow Ashford to land here. In close official circles lessen his suffering, and sent for Dr. Cilley in Beston and a surgeon in New-York. Dr. Cilley arrived at the house shortly before Mr. Corbin's

Mr. Corbin died at 9.42 this evening. His son, Austin Corbin, jr., arrived on a special train from Boston at about 11 o'clock. All the other memwho is in the West, were present when he breathed his last. Among the persons at his hedside were Mrs. Corbin and his daughters, Mrs. Edgell and Miss Annie Corbin.

dark last night, with the exception of a faint glimmer of light shining through one of the basement windows. The servants only were in the iouse, and when a reporter for The Tribune called there they were not aware that Mr. Corbin was dead. The housekeeper had received a telegram saving that Mr. Corbin was injured, and later Mrs John Stokes, the wife of Mr. Corbin's coachman, got a dispatch saying that her husband also was hurt, and telling her to go to Newport at

once.

It was learned that Mr. Corbin and hie family left this city for his New-Hampshire estate on Saturday morting. According to the servants, the party included Mr. Corbin, Mrs. Corbin, their two daughters, one of whom is the wife of George's Edgell and Mr. Edgel. The coschman, Stokes, did not go to Newport until Wednesday morning. Mr. Corbin was to have returned to this city in a day or two, but the rest of the family were to have remained in New-Hampshire.

The servants evidently thought that the coach-

The servants evidently thought that the coach-man was the only one seriously burt in the runa-way, and that Mr. Corbin had escaped with com-paratively slight injuries. During the evening the servants received another dispatch instructing them to admit no person to the house on any pre-

SKETCH OF MR. CORBIN'S CAREER.

Austin Corbin, step by step, fought his way up the ladder of life until he stood in an enviable position among his fellowmen. Successful as a lawyer, even more successful later as a banker, he finally found his life work in a new role—that of a railroad man. His capacity for work seemed to increase with his years, and he never consented to seek that repose and retirement which he had so well earned. He and reffrement which he had so well earned. He was born at Newport, N. H., the place where he met his death, July II, 1827. Accordingly, had he lived a few weeks longer, he would have been sixty-nine years old. He came from an old New-Hampshire family. His father, also named Austin, was a farmer, and for some time a member of the State Senate. The son was sent to the public schools, and ater was graduated from the Harvard Law School farming did not attract the young man, and when his studies were finished he began the practice of law in his own State. He met with considerable success, and for two years was a partner of Raiph Metcalf, subsequently Governor of the State. Like many a young man at that period, he looked long-tenth to growing. West, as field where here ingly toward the growing West as a field where he would have wider scope for his active mind. He finally determined to try his chances in the West, and in 1851 he moved to Davenport, Iowa, and in a short time acquired a considerable clientage be-coming a prominent figure in the community. Mr. Corbin's observant mind soon saw that the development of the resources of his adopted State

was retarded by the want of capital, and he conceived the idea of bringing Eastern money there lend on good security to those who were hampered in the building up of their industries by its lack. To do this he left his law business to the care of a partner, and entered into the banking business at Davenport with Louis A. Mallot. Mr. Corbin had a wide acquaintance with financial men in Eastern business circles, from whom he was enabled to com mand plenty of money with which to carry ideas. The business grew and thrived, and was established upon so secure a foundation that it withstood the storm of the panic of 1857, and the banking house thus started by Mr. Corbin was the only one in Davenport that did not succumb to bankruptcy. During all this time it pald one hundred cents on the dollar over its counters, and was, indeed, one of the very few in the entire State that The National Banking and Currency act became

a law in 1963, and Mr. Corbin, with the quickness of thought and action that has characterized his entire life, at once made application for a charter

FOR THREE BATTLE-SHIPS.

· BILL

REPRESENTATIVE SAYERS SAYS THERE IS NO FRESH LINES ALSO PROJECTED-SUGGESTIONS REASON NOW WHY CONGRESS SHOULD

NOT ADJOURN TO-MORROW. Washington, June 4.-Representative Sayers of Texas, who heads the Democratic minority on the Appropriations Committee of the House, said to-night that there was no reason now why Congress could not adjourn on Saturday.

Five appropriation bills, now in conference, were all that had not been passed, and all five of these, he said would probably be passed tomorrow. These are the Postoffice, District of Columbia, Sundry Civil, Indian and Naval bills. The only item of importance on which there is a disagreement in the Naval bill was whether there should be four battle-ships or two. It has been agreed, Mr. Sayers said, to make an appropriation for three ships.

All the differences in the other tills, he said, were now practically settled.

TO PRESENT ROBERTS FOR GOVERNOR. FRIENDS OF THE STATE CONTROLLER IN ERIE

COUNTY PREPARE TO PUT HIM FORWARD. Buffalo, June 4 (Special).-At a meeting of Controller Roberts's friends held last night at the Genesee Hotel, it was decided to present him to the

State Convention for the nomination for Governor, State Committeemen Hazell and Hurd, John N. Scatcherd, Chairman George Bingham, of the publican General Committee, and George Urban, were among those present. Mr. Roberts is assured of the support of the Eric County delegation. One of the prominent men who attended the meet-

ing when asked to-day whether Mr. Roberts was standing as a Platt or anti-Platt candidate, replied "I would not undertake to say how Mr. Roberts feels about that. But if you recall his ruling in the matter of the confidential agents of the Excise Department, you can figure it out for yourself that. he has nothing to expect from the machine quar-Still I would not care to say that he will go before the convention as an anti-Piatt candidate out and out. I don't know as it would be policy to do that. We will do our best to secure Eric County's delegates for him. I don't think we will have any difficulty about that."

ASSASSINATION IN MILWAUKEE.

STREET-CAR MEN WHO HAD TAKEN STRIKERS PLACES SHOT DOWN FROM AMBUSH.

Milwaukee, June 4.-Late to-night a car on the Howell-st, extension was fired into by unknown miscreants, and the motorman, John E. Breen, was fatally and Conductor Schwartz seriously injured. About thirty snots were fired, but who the assassins were is not known, as the shots came from behind clump of bushes about six blocks from the city The car was riddled with bullets, and had there been any passengers in it the list of fatalities would have been much larger. The shooting is un doubtedly the outcome of the present strike.

ENGLAND DEMANDS THAT HE LAND.

INTERNATIONAL TROUBLE LIKELY TO OCCUR IF VOLNEY V. ASHFORD GOES TO HONOLULU AGAINST THE COMMAND OF HAWAIL

San Francisco, June 4.-Advices from Honolulu are that President Dole has received a peremptory demand from England to allow Volney V. Ashford to land on Hawaiian territory. Ashford and his

brother. Clarence, took an active part in the revolu-tion of 1855 and were exiled. "It is understood," say the advices, "that President Dole has replied to the demand, refusing to it is believed a British man-of-war will come here it is believed a British man-of-war will come here and Ashford will be landed, without respect to the wishes of this Government. The Hawaiian Government will remain firm in the matter, and will probably appeal to the United States for aid. The Ashford brothers are at present in this city. Volney Ashford being ill. He declined to discuss the news received to-day. His brother said that when Volney was ready to return to Honolinu he would do so. At present, however, the probability of his early return is remote.

THE COLUMBIA JOINS THE FLEET.

ANCHORED OFF TOMPKINSVILLE YESTERDAY FORENOON-THE MAINE GOING TO

There was a noteworthy addition to the fleet of Rear-Admiral Bunce yesterday afternoon, when the swift triple-screw cruiser Columbia, commanded by Captain J. H. Sands, came up through the Narrows and took her place with her companions off Tomp-kinsville, Staten Island. The cruiser has been in the Norfolk Navy Yard for the last fortnight hav-ing repairs made to her bow, which was damaged by the Old Dominion Line steamer Wyandotte running into it while the big ship was at anch Hampton Roads. The cruiser attracted a great deal of attention from Staten Islanders and people whos ength and her four yellow funnels formed a prom

ment feature of the naval assembly. The Maine will not come to this port for sor been issued for her to go to Key West and reliev the monitor Amphirite, which has been doing patrol duty and watching expeditions about which patrol duty and watching expeditions about which there may be suspicious of fillbustering. This is one reason for the assigning of the Maine to the Key West duty and another is said to be the desire on the part of the Administration to have a vessel within sasy reach of Cuban shores which will carry greater weight and have more specifiant the monitor is capable of. It is more than likely that the next vessel to join the fleet will be the monitor Terror, now at the Brooklyn Navy Yard, and nearly ready for duty, as the Indiana is not expected to get away from the yard for a fortnight.

THREE FIREMEN INJURED.

A ROOF CAVER IN AT A BURNING BUILDING ON SPUYTEN DUYVU, HILL

barn last evening in Johnston-st., near Western-st., on Spuyten Duyvil Hill. Three firemen who were fighting the flames on the second story seriously injured by a falling wall, which co part of the roof with it. They were Patrick Glynn, thirty-six years old, married, of No. 1.983 Lexingto ave.; Peter F. Gillam, twenty-nine years old, single and Willam Muller, thirty-one years old, married and William Muller, thirty-one years on, marries, who lives at Riverdale. All three belong to Engine Company No. 52. They were burned about the face and head, and sustained contusions of the body from failing bricks. When the roof caved in the coating of tar which lay over it caught fire and dropped on the heads of the firemen, severely burning them. Dr. Reilly, of Fordham Hospital, took the three injured men to that institution in an ambulance. The men suffered intensely from their

YALE SENIORS REBELLIOUS,

STAGING FOR THE WOOLSEY STATUE BURNED

New-Haven, Conn., June 4.—A party of nearly a hundred Yale seniors to-day defied the college authorities and tore down the staging erected to put in place the statue of President Woolsey. The faculty and corporation have voted to put the statue in front of the Yale fence, near Durfee Hall, virtually abolishing the play and general meeting and frolic ground of the seniors. It is known that

voted.

The faculty to-day put the staging in place in order that the statue might be set up in time for an elaborate commencement dedication. The seniors tore the staging down, piled up the boards and burned them, shouting deflance at the faculty. There was no interference by the college authorities.

Wright and informed him that if the statue was put in place it will be damaged.

A prominent member of the Yaie faculty said tonight that an effort would be made to have the 
Yale corporation hold another meeting and reconsider its vote placing the statue at the Yale fence. 
He said that the sentiment of a large majority of 
the faculty was in favor of saving the fence and 
finding another place for the statue.

NEW RAPID TRANSIT PLANS.

A COMPROMISE REPORTED ON THE NAVAL PROPOSED EXTENSIONS OF THE ELB-VATED SYSTEM.

AND OFFERS BY REPRESENTATIVES OF THE MANHATTAN RAILROAD-RESIGNATION

OF SETH LOW FROM THE RAP-

ID TRANSIT COMMISSION The Rapid Transit Commission met yestere day afternoon at No. 257 Broadway and received from George J. Gould, R. M. Gallaway and Russell Sage their much-talked-of plans for the extension of the present elevated railroad system. The following are the propositions, which

are only tentative: ning from the Battery up West-st. to Little Twelfth-st., thence north along Tenth-ave. to Twenty-third-st., where a spur will be constructed connecting the Sixth, Ninth and Tenth ave. lines, and running down to the West Twenty-third-st. ferry.

A spur from Christopher and West sts., running along Christopher-st. and connecting with the Sixth-ave. line at Eighth-st.

A spur from the City Hall along Centre-st. to Canal, thence west to the North River, connect; ing with the Sixth, Ninth and proposed West-st. Four tracks for the Third-ave line from Chat-

ham Square to Ninth-st., and three tracks beyond that point to the Harlem River.

Three tracks on the Second-ave, line from Grand-st, to the Harlem River. Three tracks on the Ninth-ave, line from

Cortlandt-st. to One-hundred-and-eighth-st. A new line beginning at One-hundred-and-Eighth-st. and Columbus-ave., running to either the Boulevard or Amsterdam-ave, and to Fort George. If the Boulevard line is chosen, where a surface road is preferable, that thoroughfare will be followed north to One-hundred-andthirty-fifth-st., where the line will turn into New-st. It will come out in Amsterdam-ave.

and extend up to Fort George. A new line, beginning at One-hundred-ondsixty-second-st. and Amsterdam-ave., where the Kingsbridge Road meets it, to be along the Kingsbridge Road to the city line at Yonkers. A new line to be built from East One-hundredand-forty-ninth-st., at its junction with the Westchester Road, along the Westchester Road to the Edgewater Road on the Bronx River, with the intention of pushing the structure fur-

ther east later, to West Farms. A new line from the One-hundred-and-seventyseventh-st. (Tremont) station, north along the Fordham Road to the southerly end of St. John's

When the lines are completed trains will be run at the rate of twenty-five miles an hour, Mr. Gould said.

MR. LOW'S RESIGNATION. The second point of interest at the meeting

was the announcement of Seth Low's resignation as a Rapid Transit Commissioner. The resignation was tendered to the Commission merely as an act of courtesy, as it was formally filed with the Secretary of State later in the day. Mr. Low's letter was directed to A. E. Orr, was dated June 2 and read as follows:

Mr. Low's letter was directed to A. E. Off, was dated June 2 and read as follows:

I herewith present my resignation as a member of the Board of Rapid Transit Railroad Commissioners, and request that it be accepted without delay. As you are aware, I agreed to serve upon the Board at the urgent invitation of the Chamber of Commerce, in the hope that the law then about to be presented would result in an adequate solution of the rapid transit problem of the city.

By the recent decision of the Appellate Division of the Supreme Court, this hope has been disappointed, after I have given to the duties of the office, at very great inconvenience, two years of careful attention. The recent decision of the Appellate Division makes constructive work under the present law impossible. It only remains within the power of the commission under existing conditions to do what may be possible to increase rapid transit facilities of the city by some enlargement of the elevated railroad system. This is in effect an entirely new branch of the subject, upon which personally I have no desire to enter. Others can protect the interests of the city in this particulad fully as well as I, and at far less inconvenience.

It is especially desirable that no change should take place in the personnel of the Commission after they have entered upon the consideration of a definite proposition. For this reason, and because I am shout to leave the city for a number of weeks. I present my resignation at this time and ask that it be accepted.

Thanking my colleagues for their uniform kindness and expressing the hope that in some form and at some day the labors of this commission will be fruitful of benefit to this city. I have the hone to be, very respectfully.

The letter was tabled.

The letter was tabled.

TALK IN THE EXECUTIVE MEETING. The meeting was an executive one, and lasted more than two hours and a half. Seth Low and Controller Fitch were the only absentees, and besides the Commissioners and the Manhattan Company's committee, Francis B. Thurber was present, representing the Board of Trade and Transportation. Mr. Thurber presented the resolutions of his Board, passed on May 13, calling upon the Commission to devise other means, so long as the Parsons underground plan had

been rejected by the Court. After the meeting was over, Mr. Orr said that the fullest discussion over the extensions proposed by Mr. Gould was had. Mr Gould explained their good features, particularly those of the West-st. route, which would take in all the ferries on the North River, and, with the Twentythird-st. and Christopher-st. spurs, prove a boon to shoppers. The Manhattan people, he said, stood ready to build at once the West-st., the Amsterdam-ave, and the Centre-st. lines, which would cost them about \$600,000 for each mile

Mr. Gould did not ask that any of the city's money be invested in the extensions, and he said that the statement that he had ever expected that the city would shoulder the responsibility in the case of damage suits brought against it was unfounded.

on the advantages of the double-deck plan, and he ventured the opinion that he would live to see that system adopted throughout the city. Mr. Gould, when asked what equivalent his company proposed giving the city for the privilege of extending the roads, made inquiry as to

Russell Sage expatlated before the Commission

whether the Commission meant by that a yearly rent for the streets, a nominal or a substantial amount. Mr. Boardman replied that the city would certainly effect a substantial equivalent, but added

that he was not yet ready to state what it As the Gould plans were only informally As the Gould plans were only more sented to the Commission, it was suggested to Mr. Gould, who was the spokesman of his committee, that he submit his propositions in writing at the next meeting of the Board, together with a formal and definite map or plan of the extensions the company proposes making and the new lines proposed.

OTHER PLANS PRESENTED.

Jesse W. Reno presented a plan for a doubledeck system that he said would cost only \$150,000 a mile to build, and I. K. Place offered a plan of an elevated cable system, which was, he said, far superior to any other plan proposed thus far.

Both plans were turned over to the secretary. W. B. Parsons, the engineer, presented his W. B. Parsons, the engineer, presented his final report. There is still outstanding, he says, one claim of \$911, and that has not yet been paid. With it included, the Commission's work has cost the city since June 18, 1894, \$41,470 29, about \$6,000 less, he said, than the Boston Commission cost that city. This, he declared, was a good showing, as it was less than one-twelfth of 1 per cent of the amount of cost of the proposed plan.

Mr. Parsons volunteered his future services to the Commission without salary, until such time as a new plan might be proposed to it, in regard